

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,234 號肆十叁百式千叁萬壹第

日肆十月初月柒年六十二緒光

HONGKONG, WEDNESDAY, AUGUST 8TH, 1900.

泰拜禮

號捌月捌年百九千壹英港香

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New Advertisements will be found on page 4.

IN HOT CLIMATES

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**RAINIER BEER.**

IT BENEFITS THE STOMACH,  
KIDNEYS AND LIVER.

SOLE IMPORTERS—

**A. S. WATSON & CO.  
LIMITED.**

ESTABLISHED 1841.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
41 Hongkong, 13, Praya Central

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of  
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Sole Agents for it—  
LANE, CRAWFORD & CO.

Hongkong.

**JOHN WALKER & SONS'**  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central  
Hongkong, 26th July, 1897.

**CUTLER, PALMER & CO.'**

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE

|  |               |                          |
|--|---------------|--------------------------|
| 7.30 a.m.  | to 8.30 a.m.  | Every quarter of an hour |
| 8.30 a.m.  | to 9.30 a.m.  | Every ten minutes        |
| 9.30 a.m.  | to 10.45 a.m. | Every quarter of an hour |
| 11.30 a.m.   | to 12.30 p.m. | Every quarter of an hour |
| 12.30 p.m.   | to 6.30 p.m.  | Every quarter of an hour |
| 6.30 p.m.  | to 8.00 p.m.  | Every ten minutes        |
| Night cars at 8.45 p.m. and 9 p.m., and from<br>9.45 p.m. to 11.15 p.m. every half hour. |               |                          |

SUNDAYS.

|  |                          |
|--|--------------------------|
| 8.15 a.m. to 10.15 a.m.  | Every half hour          |
| 10.30 a.m. to 11.00 a.m.   | Every ten minutes        |
| Noon to 2 p.m.   | Every quarter of an hour |
| 2.45 p.m. to 8 p.m.  | Every quarter of an hour |
| Night cars at 8.45 p.m. and 9 p.m., and from<br>9.45 p.m. to 11.15 p.m. every half hour. |                          |

NIGHT CARS AT 8.45 P.M. AND 9 P.M., AND FROM  
9.45 P.M. TO 11.15 P.M. EVERY HALF HOUR.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st May 1899.

[a1033]

**WING CHEONG.**

Dealers in

JEWELRY, PEARLS, DIAMONDS,  
CURIOS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS.

AND  
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.

Nos. 1 & 3, D'AGUILAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900.

[1916]

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WE HAVE A SMALL QUANTITY OF

PLANS OF TIENSIN

FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the  
Foreign Settlements at Tientsin, position  
of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLEMEW  
and Co., Edinburgh.

"DAILY PRESS" OFFICE.  
Hongkong, 17th July, 1900.

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## FOR BATHING PARTIES.



CHERRY WHISKY  
CHERRY BRANDY  
BLACKBERRY BRANDY

Only the Best Brands kept in  
stock.

Telephone 75.

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WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

**COTTAM & CO.,**  
HONGKONG HOTEL,

FOR OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
SILK or INDIA GAUZE),

WHITE CANVAS BOOTS and SHOES, &c., &c.

## FRENCH ISIGNY BUTTER.

## FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ...

\$0.80

" " " ...

\$1.55

**LANE, CRAWFORD & CO.**

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PLATES, PAPERS AND CHEMICALS,  
EASTMANS KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

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17A, QUEEN'S ROAD, HONGKONG.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned.—

**SUPERB OLD COGNAC,**

C.P. & CO.'S INVALIDS PORT,

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,  
\$14.25 PER DOZ.

A fine, full, and fruity wine.

**THE ELITE OF WHISKY.—**

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

AMOROSO SHERRY,  
\$20 PER DOZ.

LA TORRE SHERRY,  
\$16.75 PER DOZ.

C. P. & Co.'s OWN SPECIAL

A natural and most pleasant wine to the taste.

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

BENEDICTINE LIQUEUR—  
D.O.M.,

\$39.75 PER DOZ.

EVERY BODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—**SIEMSSSEN & CO., HONGKONG.**

## SUMMER DRINKS.

WATKINS' FRUIT SYRUP  
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND  
REFRESHING BEVERAGE.

RASPBERRY, BLACKBERRY, LEMON, PEACH, PINEAPPLE.

BANANA, STRAWBERRY, LEMON SQUASH, ORANGE, CHERRY, &c. &c.

MANUFACTURED ONLY BY

**WATKINS, LIMITED,**

CHEMISTS AND AERATED WATER MANUFACTURERS.

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37 & 38A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong. RUSSIAN NAVY. CHINESE EASTERN RAIL-  
WAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

Hongkong, 17th July, 1900.

[199]

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ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDE" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO. LIMITED. General Managers.

## THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATER.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

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BROWN, JONES & CO.  
MONUMENTAL SCULPTORS  
AMERICAN MARBLE,  
ITALIAN MARBLE,  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office: 17A QUEEN'S RD, CENTRAL, 1ST FLOOR

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

## CLARETS.

|                          | Per Case | Per Doz. | Per 2 Doz. | Per Pkt. |
|--------------------------|----------|----------|------------|----------|
| St. ESTEPHE, Red Capsule | .....    | 8.69     | 8.75       |          |
| St. JULIEN, Red Capsule  | .....    | 9.00     | 9.60       |          |
| LA ROSE, Red Capsule     | .....    | 12.96    | 13.92      |          |
| CHATEAU HAUT BRION LAM-  |          |          |            |          |
| RIVET                    | .....    | 18.60    | 19.20      |          |
| CHATEAU MOUTON D'ARMAIL- |          |          |            |          |
| HACQ.                    | .....    | 21.00    | 22.20      |          |
| CHATEAU PONTET CANET     | .....    | 25.00    |            |          |
| CHATEAU LA TOUR CARNET   | .....    | 30.00    |            |          |
| CHATEAU RAUZAN           | .....    | 42.00    |            |          |
| CHATEAU LAFITE           | .....    | 48.00    |            |          |

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

## BIRTHS.

On the 30th of July, 1903, at Shanghai, the wife of H. W. Cave, of a son.  
On the 1st of August, 1903, at Shanghai, the wife of PHILIP B. PATTERSON, of twins (son and daughter).

## The Daily Press.

HONGKONG, August 8th, 1903

In the *Contemporary Review* for July appear two articles on the situation in China, one from the pen of Mr. DEMETRIUS C. BOULGER and the other by Mr. ARTHUR SOWERBY, who has just returned to England after some twenty years' residence in China. Mr. SOWERBY's contribution is mainly a short résumé of the causes which led up to the present crisis, at the end of which he concludes that the Empress Dowager's clique was to a certain extent induced to take the "Boxer" movement under its protection owing to the failure of the attempt to crush completely the reform party and the knowledge that many sympathisers with that party were scattered over the Empire. The countenance given to the *I Ho Chuan* was a bid for popularity without any heed whether the disturbance would lead to "Russia implicated?" asks Mr. SOWERBY. "There is no evidence to that effect, only it is significant that Russia has been the one power in ascendancy at Peking for some time past, and it seems as if the Empress were even now looking to Russia for protection." There is no need to discredit Russia's profession of a sincere desire to end the riots, "but Russia must not be permitted to act alone." Mr. BOULGER, who entitles his article "The Scramble for China," is far more Russophile. At the commencement he says: "I am firmly convinced that we are about to witness the beginning of the scramble for China, and the exposure of that hollow sham designated the policy of 'the Open Door. The Open Door is a sham, because Russia has exclusive command of the back entrances to the Chinese mansion, and not only of them but also of what I may call its deer park, in the fertile region of Manchuria." Mr. BOULGER adheres to his previously expressed opinion that in one form or another Russia will take the place of the Manchu dynasty. Nothing but a great war all over the world

for supremacy with Russia, he says, can prevent this. The inevitable delay in the proceedings against the Boxers and their supporters at Peking afford facilities, he continues, for intrigues that may have far-reaching consequences. "When the subject of the necessary guarantees for the payment of indemnities, and for the safety of foreigners employed on the railways, which have in a special degree excited the ire of the masses in China, because they have, of necessity, traversed their burial grounds, is raised, a long vista of territorial occupations is at once revealed." It is rather curious at this moment to read Mr. BOULGER's statement that the composition of the international force for the occupation of Peking will show Russia in great numerical superiority. Presumably he was writing of Admiral SEYMORE's command when he said:

"The English quota is composed of sailors and marines from the squadron in Chinese waters. . . . Russia has on the spot a force that can be left at Peking permanently, without diminishing her power at sea or at Port Arthur." The arrival of twenty-five British transports in China, coupled with the difficulties which have beset Russia not only in the neighbourhood of Port Arthur but also along the Amur River, has entirely upset Mr. BOULGER's predictions. He ignores, moreover, the important factor of Japan. It is therefore with less credence that we read his statement that "it must be clear to anyone who faces the facts that 'the division of China into 'spheres.'" It is to be noted that Mr. BOULGER does not think Britain is likely to come badly out of the scramble if she only maintains a firm attitude about the Yangtze region, beginning with a re-occupation of the Chusan group of islands, and continuing by the raising of an Anglo-Chinese army and the occupation in the course of a few years of Chunkiang, Nanking, Nganking, and Hankow, the other Powers being left to take over the spheres which they claim. The scheme is a pretty one, but one which events will, we trust, prove entirely unnecessary. It seems probable at the present moment that Peking will be reached first by a force composed mainly of Japanese and British troops, and if these Powers and the United States adhere to their declared intention of maintaining the integrity of the Chinese Empire, the opposition to this policy must be strong indeed which will defeat it. Less than a fortnight ago we discussed the question of what was to follow the restoration of order in the North. Subsequent events have strengthened the case for the party in favour of the integrity, or rather the re-establishment of China on a sound basis. In offering so large a bribe as the Yangtze region the advocates of dismemberment may be said, in the historic phrase, to be "getting near our price," but even from a purely practical point of view the maintenance of our traditional attitude is imperatively called for.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Edie Medical Supply Association, \$21.

The return of visitors during last week to the City Hall Library and Museum shows that 403 non-Chinese and 168 Chinese visited the former institution, 161 non-Chinese and 1,633 Chinese the latter.

The German Mail steamer *König Albert*, which arrived from Shanghai yesterday, brought down a large number of Foochow missionaries, with their wives and families. They left their post on orders received from the central authorities.

On Monday afternoon the body of a European was found in the harbour near the Commissariat Pier. The body was too decomposed to be recognisable, and as it was naked with the exception of a singlet, there is no clothing to assist in identification. The police are making enquiries.

Between noon of Saturday and noon of Monday there were reported from four cases of plague and five deaths. In the next 24 hours there were eight fresh cases and seven deaths. Last week's figures fall as low as 22 cases and 22 deaths, the lowest since the third week in April.

At the Magistracy yesterday a boy lately in the employ of Mr. T. G. Hughes, of "Beryl" Kowloon, was fined \$5, or 14 days, for leaving work without notice. He only went to "Beryl" in Tuesday of last week and left on the following Thursday, having previously run away from a house in Knutsford Terrace.

The case against the crew of the launch *Cheng Yuen* was continued at the Magistracy yesterday afternoon and again adjourned. Evidence was given by two men from Canton, who identified some of the property found on board the launch as belonging to them, and as having been stolen when the *Wo Ping* junk was

captured.

The general orders of the Hongkong Volunteer Corps contain the following:—"Attached.—His Excellency the Governor has been pleased to approve of Captain H. S. Vaughan, 3rd Volunteer Batt. (Queen's Own) Royal West Kent Regiment, being attached for duty to the Hongkong Volunteer Corps, dated 28th July, 1903."

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The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Edie Medical Supply Association, \$21.

The return of visitors during last week to the City Hall Library and Museum shows that 403 non-Chinese and 168 Chinese visited the former institution, 161 non-Chinese and 1,633 Chinese the latter.

The German Mail steamer *König Albert*, which arrived from Shanghai yesterday, brought down a large number of Foochow missionaries, with their wives and families. They left their post on orders received from the central authorities.

On Monday afternoon the body of a European was found in the harbour near the Commissariat Pier. The body was too decomposed to be recognisable, and as it was naked with the exception of a singlet, there is no clothing to assist in identification. The police are making enquiries.

Between noon of Saturday and noon of Monday there were reported from four cases of plague and five deaths. In the next 24 hours there were eight fresh cases and seven deaths. Last week's figures fall as low as 22 cases and 22 deaths, the lowest since the third week in April.

At the Magistracy yesterday a boy lately in the employ of Mr. T. G. Hughes, of "Beryl" Kowloon, was fined \$5, or 14 days, for leaving work without notice. He only went to "Beryl" in Tuesday of last week and left on the following Thursday, having previously run away from a house in Knutsford Terrace.

The case against the crew of the launch *Cheng Yuen* was continued at the Magistracy yesterday afternoon and again adjourned. Evidence was given by two men from Canton, who identified some of the property found on board the launch as belonging to them, and as having been stolen when the *Wo Ping* junk was

captured.

The general orders of the Hongkong Volunteer Corps contain the following:—"Attached.—His Excellency the Governor has been pleased to approve of Captain H. S. Vaughan, 3rd Volunteer Batt. (Queen's Own) Royal West Kent Regiment, being attached for duty to the Hongkong Volunteer Corps, dated 28th July, 1903."

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The German Mail steamer *König Albert*

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## GOING INSANE.

NOTICE OF REMOVAL.

THE Offices of the  
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have this day been Removed to  
9, PRAYA CENTRAL,  
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## OUR PARIS LETTER.

Paris, 6th July.

The Peking tragedy puts everything else into  
the shade. All the white residents abandoned;  
their too-willing savours being helpless, power-  
less; ambassadors massacred, anarchists trium-  
phant, and the prospect of remedying the  
horrible situation anything but immediate, and  
next to impossible. Here no light is looming  
through the darkness of the Far East, and no  
authority sees its way. There is but scant  
information respecting the terrible events that  
have occurred. There is no faith, no confidence,  
in anything Chinese, lies with them have been  
threadbare, bare; truth was employed too  
economically to be of business use now. The  
Celestials nursed their wrath, and have kept it  
warm. Since some years they have been buying,  
making, and storing up arms; now that they have  
taken to the war path they will soon  
acquire enough of rude skill to tell in the long  
run with effect; death do not count with them;  
they may lack strategy and tactics, but they  
can die obstinately: they know the advantage  
of cover when fighting, seek ambush, rely on  
tranches, and give no quarter. There is but too  
much reason to fear that the allies will not  
pull together to grapple the Chinese hydra; already  
there is more than a whisper that Russia  
is opposed to Japan taking the lead in restor-  
ing order in Chinese chaos. The Japanese have  
as good a right to do so as Russia, and that would  
be some relief at once. People here but shake  
their heads when you speak of all the Powers  
acting together to quell and chastise the cruel  
acts perpetrated. Cortez did not find it easy to  
conquer the Mexicans, but a *condemnation* of  
eight to subjugate, punish and administer China.  
approaches the ridiculous. And when the Powers  
come to that devilish common enemy will not  
be reduced to insignificance. M. Pichon, the  
French Ambassador, was well known in Paris;  
he was a journalist of the Clemenceau school;  
was trained by the gentleman in fact. His fate  
is much deplored, as he was young—45 years  
of age—and gave every promise of turning out  
a very successful diplomatist.

At least three months are allowed before  
European forces of any magnitude can be con-  
centrated in China. It is unknown where the  
seat of the Government may be fixed—or if  
there be any Government. The Empress is  
concluded to have escaped to Sagan, or has  
also been murdered. If Peking be now in ruins,  
there is no necessity, it is said, to squat the  
transported down there. This is the wet  
season, and that will continue until October.  
Three months of severe winter must be  
reckoned with. It was only natural that the  
Kaiser would send out ships and soldiers to  
avenge the massacre of his ambassador; but 15,000  
Prussians are only a mere drop in the ocean.  
The proposal to wreck the imperial  
mausoleums, by way of revenge, is not at all  
approved of; the cult of the dead, of ancestors,  
is a religion that Christianity cannot violate.  
The departed are not buried Mahdis. The  
French are busy fitting out their contingent  
of avengers; but the heart of the nation is not  
in the work. The expenditure of men and money  
to bring the Celestials to a sense of their situa-  
tion will not be continued for a long time.  
France has other troubles nearer home to look  
after. M. Lanessan, Minister of Marine, is  
also an able doctor, physiologist, and naturalist.  
As ex-Governor of the Indo-China he knows  
the Far East well. He has drawn up a code of  
Instructions for the naval authorities to ob-  
serve, which is eminently practical. During the  
rainy season—which is now—the inundations  
make all roads next to useless, and at no time  
are they kept in good order. The potable water  
in China is a veritable poison, and makes enteric  
certain; hence the feasts use distilled water, in  
the absence of this boiled water. The Chinese  
always make an infusion of tea. When on the  
march, the soldiers have the *Lapayere* filter;  
5 to 10 grammes of permanganate of potash per  
14 pints of water destroys any disease germs.  
The native brandy so plentiful in North China  
should also be viewed as another real poison;  
there is plenty of butchers' meat, poultry, and  
vegetables to be had, but the pork is not used,  
as it is always tainted by measles and trichinosis.  
Diarrhoea is to be guarded against, as it is often  
the prelude to cholera. In winter, the sailors  
are to wear knitted woolen stockings, and fur  
waistcoats, which are cheap and easily obtained.  
South Africa continues to occupy but a  
secondary place since the Chinese anxieties  
have so suddenly burst upon Europe. To  
these must be added the general surprise that  
Lord Roberts is not able to wind up the war  
more quickly. The French Press—the mad  
organs excepted—while recognizing full well  
that the rebellion is finished, not the less twit  
England upon the successes gained by the routing  
Boers, and that too within the British lines!  
English people on the Continent feel that  
Roberts has been dealing much too leniently  
with his foe. No other nation would so act.  
It is being constantly asked, what has become  
of the Carrington division? Commandant De  
Wet should be got rid of at all hazards; that  
accomplished, Botha would likely cave in, an  
act that would at once make Kruger throw  
up the sponge. The French do not take  
an active side in what is called the "Hospital  
Scandal." They are fully aware that when  
battling, "all the comforts of home" cannot be  
secured to the fighting men, and still less so to  
the sick and wounded. Not that the *hors de  
combat* are to be left unprovided for, but they  
must rather chance and wait for their turn.  
They have to be defended by their living com-  
panions, and these to be able to fight must be  
supplied with food, and the material of war.  
Much allowance must be made for reasonable  
insufficiency, and the enormous and varied de-  
mands for an army on march of 200,000 men.  
No authority would wilfully provoke or prolong  
the pains and tortures of the wounded; but if  
it can be shown that any persons have been  
guilty of culpable, of avoidable neglect, by all  
means place them in the hands of the lictors.

France is actively preparing for her big Naval  
Review in the course of a fortnight. England  
will then be occupied with her monster Naval  
Manoeuvres, so there will be no occasion for old  
maids to pack up, with their parrots, and fly to  
some other place of safety, and be at rest.  
Parliament has sanctioned many millions  
sterling—about 22 at least—to augment the  
navy. This is worrisome, as Italy and the  
Kaiser—and England as a matter of course  
will have to out-top them all. *Cui bono France?*

The Khedive is once proceeding to Switzer-  
land, after his London visit, has set Parisians a  
thinking. Will he return to the Nile without  
as much as looking at the Exhibition? No;

but he wants to make his throat proof against  
the visits of microbes first. The Crenot Com-  
pany (Schneider) has at last opened its palace,  
and a most interesting one it is. M. Schneider

was accompanied by his lady, and entertained  
his *invites* to a musical lunch in the circular  
gallery that looked into the centre below, which

was full of cannons, howitzers, locomotives, and  
rollers for metal plates. In the middle of the  
table was an immense "Long Tom," that turned

round, pending the luncheon, saluting as it  
were, a welcome to the guests. It is not every  
hostess that can have that decoration for her  
table. A reception followed, and then the sights  
were patronized; the cinematograph represent-  
ed the men employed in the immense foundries

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| LONDON &c., VIA PORTS OF CALL               | MALTA                 | Brit. str. | —     | F. J. Cole              | P. & O. S. N. CO.           | On 18th inst., at Noon. |
| LONDON VIA SUEZ CANAL                       | INDRAVELLI            | Brit. str. | —     | Dav                     | BUTTERFIELD & SWIRE         | On 21st inst.           |
| LONDON VIA SUEZ CANAL                       | PROMETHEUS            | Brit. str. | —     | G. W. Gordon, R.N.E.    | BUTTERFIELD & SWIRE         | On 4th Sept.            |
| LONDON                                      | JAVA                  | Brit. str. | —     | Grier                   | P. & O. S. N. CO.           | On or about 6th Sept.   |
| LIVERPOOL DIRECT                            | SARPEDON              | Brit. str. | —     | O. Cappers              | BUTTERFIELD & SWIRE         | On 10th inst.           |
| BREMEN, VIA PORTS OF CALL                   | KONIG ALBERT          | Ger. str.  | —     | J. B. Macmillan         | MELCHERS & CO.              | To-morrow, at Noon.     |
| MARSEILLES, &c., VIA SPORE, &c.             | WAKASA MARU           | Jap. str.  | —     | NIPPON YUSEN KAISHA     | On 10th inst., at Daylight. |                         |
| MARSEILLES, &c., VIA PORTS OF CALL          | ANNAM                 | Brit. str. | —     | MESSAGERIES MARITIMES   | On 13th inst., at 1 P.M.    |                         |
| MARSEILLES & LONDON                         | BANCA                 | Brit. str. | —     | P. & O. S. N. CO.       | On or about 14th inst.      |                         |
| MARSEILLES, LONDON & ANTWERP, V. SPORE, &c. | INDRAVELLI            | Jap. str.  | —     | JARDINE, MATHESON & CO. | On 23rd inst.               |                         |
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| HAVRE & HAMBURG                             | SILESIA               | Ger. str.  | —     | Bodens                  | On 9th inst.                |                         |
| HAVRE & HAMBURG                             | MARBURG               | Ger. str.  | —     | v. Binzer               | On or about 12th Sept.      |                         |
| HAVRE & HAMBURG                             | SIBERIA               | Ger. str.  | —     | CARLOWITZ & CO.         | On or about 20th Sept.      |                         |
| HAVRE & HAMBURG                             | SAXONIA               | Ger. str.  | —     | CARLOWITZ & CO.         | On or about 30th Sept.      |                         |
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| ALBENGA                                     | ALBENGA               | Ger. str.  | —     | Peterson                | To-day.                     |                         |
| RICHMOND CASTLE                             | RICHMOND CASTLE       | Brit. str. | —     | W. E. Craven            | On or about 20th inst.      |                         |
| INDRAVELLI                                  | INDRAVELLI            | Brit. str. | —     | G. E. Elliott           | On or about 24th inst.      |                         |
| BRECONSHIRE                                 | BRECONSHIRE           | Brit. str. | —     | G. D. Bowles, R.N.E.    | On 15th inst.               |                         |
| TARTAR                                      | TARTAR                | Brit. str. | —     | J. W. Ekstrand          | On 15th inst., at Daylight. |                         |
| EMPEROR MARU                                | EMPEROR MARU          | Jap. str.  | —     | H. Archibald, R.N.E.    | On 27th inst., at 4 P.M.    |                         |
| MONMOUTHSHIRE                               | MONMOUTHSHIRE         | Brit. str. | —     | J. Kennedy              | To-day.                     |                         |
| NIPPON MARU                                 | NIPPON MARU           | Jap. str.  | —     | W. Ellis                | On 16th inst., at Noon.     |                         |
| CITY OF R. DE JANEIRO                       | CITY OF R. DE JANEIRO | Amer. str. | —     | Moore                   | On 25th inst., at Noon.     |                         |
| COPTIC                                      | COPTIC                | Brit. str. | —     | E. Wilson Haswell       | On 1st Sept., at Noon.      |                         |
| CARLISLE CITY                               | CARLISLE CITY         | Brit. str. | —     | Krebs                   | To-morrow.                  |                         |
| EASTERN                                     | EASTERN               | Brit. str. | —     | Quail                   | To-morrow, at 5 P.M.        |                         |
| CHANGSHA                                    | CHANGSHA              | Brit. str. | —     | C. C. Talbot            | On 15th inst., at 4 P.M.    |                         |
| KABUSA MARU                                 | KABUSA MARU           | Jap. str.  | —     | Phillips                | On 20th inst., at Noon.     |                         |
| MÜNCHEN                                     | MÜNCHEN               | Ger. str.  | —     | F. W. Schulz            | On 24th inst., at 4 P.M.    |                         |
| SHANTUNG                                    | SHANTUNG              | Brit. str. | —     | Newcomb                 | On 5th Sept., at Noon.      |                         |
| TAIWAN                                      | TAIWAN                | Brit. str. | —     | A. F. Street            | To-day.                     |                         |
| ROSETTA                                     | ROSETTA               | Brit. str. | —     | A. Symons               | On 15th inst., at Noon.     |                         |
| FUTAYI MARU                                 | FUTAYI MARU           | Jap. str.  | —     | H. Supner               | On or about 18th inst.      |                         |
| NINGPO                                      | NINGPO                | Jap. str.  | —     | Reach                   | On 25th inst., at Noon.     |                         |
| EIKOHISHIMA MARU                            | EIKOHISHIMA MARU      | Ger. str.  | —     | H. Negata               | On 10th inst.               |                         |
| LOONGJOOON                                  | LOONGJOOON            | Brit. str. | —     | S. A. Stans             | On 14th inst., at Daylight. |                         |
| CHIHLI                                      | CHIHLI                | Brit. str. | —     | Weigall                 | To-day, at Noon.            |                         |
| SHANGHAI                                    | SHANGHAI              | Brit. str. | —     | R. A. Ramsay            | On 10th inst.               |                         |
| PAREAMATTA                                  | PAREAMATTA            | Brit. str. | —     | R. W. Almond            | On or about 10th inst.      |                         |
| PRINZ HEINRICH                              | PRINZ HEINRICH        | Ger. str.  | —     | Moore                   | On or about 17th inst.      |                         |
| HAITAN                                      | HAITAN                | Brit. str. | —     | Anderson                | Quick despatch.             |                         |
| TAMSU MARU                                  | TAMSU MARU            | Jap. str.  | —     | Quail                   | To-morrow, at 11 A.M.       |                         |
| ANPING MARU                                 | ANPING MARU           | Brit. str. | —     | Carlowitz & Co.         | On 12th inst., at Daylight. |                         |
| LOONGSANG                                   | LOONGSANG             | Brit. str. | —     | MITSUI BUSSAN KAISHA    | On 22nd inst., at Daylight. |                         |
| DIAMANTE                                    | DIAMANTE              | Brit. str. | —     | JARDINE, MATHESON & CO. | To-day, at 4 P.M.           |                         |
| MUNMIUR                                     | MUNMIUR               | Brit. str. | —     | SHEWAN TOME & CO.       | On 10th inst., at 5 P.M.    |                         |
| YUENSANG                                    | YUENSANG              | Brit. str. | —     | SHEWAN TOME & CO.       | On 10th inst., at 5 P.M.    |                         |
| CHANGSHA                                    | CHANGSHA              | Brit. str. | —     | Carlowitz & Co.         | On 15th inst., at 4 P.M.    |                         |
| TEHAN                                       | TEHAN                 | Brit. str. | —     | Carlowitz & Co.         | On 20th inst., at Noon.     |                         |
| SHANTUNG                                    | SHANTUNG              | Brit. str. | —     | Carlowitz & Co.         | On 3rd Sept.                |                         |
| BORMIDA                                     | BORMIDA               | Ital. str. | —     | Carlowitz & Co.         | On 11th inst., at 5 P.M.    |                         |

## SHIPPING.

ARRIVALS.  
Aug. 6, JELUNGA, H.M. transport, 2,758.  
Thomas Kerr, Singapore 1st August.  
Aug. 7, MENMIUR, British str., 1,286, R. W. Almond, Manila 4th August, Hemp and Sugar—SHEWAN, TOME & CO.

FOR YOKOHAMA AND KOBE.  
THE Company's Steamship.  
"SHANTUNG." Captain Quail, will be despatched as above TO-DAY, the 8th inst.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th August, 1900. [210]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"CALCHAS." Captain Bartlett, will be despatched as above TO-DAY, the 8th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1900. [183]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (Robt. M. SLOMAN & CO., HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship.

"ALBENGA." Captain Petersen, will be despatched for the above port TO-DAY, the 8th instant.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st August, 1900. [1617]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANTE." Captain A. Ramsay, will be despatched as above TO-DAY, 8th August, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 2nd August, 1900. [2131]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG AND SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"CARLISLE CITY" On 9th Aug.

BELGIAN KING "3,379 Tons, About 15th Sept."

VESSELS PASSED ANJER.

July 17, Amer. ship, Manuel Lingunc, Small, March 23, from New York to Hongkong.

July 17, British 4-m. bark, Torridale, Nickels, April 17, from Cardiff for Shanghai.

July 17, British ship, Leicester Castle, Burch, March 23, from New York for Shanghai.

July 17, German ship, Willkommen, Freese, April 2, from Hamburg for Nagasaki.

July 17, German ship, C. H. Watson, Robbie, April 14, from Cardiff for Nagasaki.

July 17, British ship, Machrashian, Cain, April 14, from New York for Shanghai.

July 18, Dutch str. Sounding, De Boer, July 18, from Batavia for Rotterdam.

July 20, Norw. bark, Fredsael, Schanke, Mar. 27, from Savannah for Samarang.

July 20, American bark, Saracan, Lowry, April 3, from New York for Hongkong.

July 21, German ship, Peter Richmers, Scholte, April 27, from New York for Hongkong.

July 22, Dutch str. Sunblau, Fenenga, June 16, from Amsterdam for Batavia.

July 22, British str. Berwada, from the East, July 23, Italian bark, Fornaca, Morillo,

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 8th Aug., 1900

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900

"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.E. WEDNESDAY, 26th Sept., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent China's World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pader Street.

Hongkong, 19th July, 1900. [9]

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA, LONDON, and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

SILESIA HAVRE & HAMBURG { On 9th Aug. Freight and (London with transhipment in Hamburg) { Passage.

MAKASSUR HAVRE & HAMBURG { About 12th Aug. Freight. (London with transhipment in Hamburg) { Passage.

SIBIRIA HAVRE & HAMBURG { About 20th Aug. Freight and (London with transhipment in Hamburg) { Passage.

there I was awakened by Mr. —— and on dressing, putting my carbine and rushing out, I heard the report of arms all over the place.

Upon our Chinese scouts coming in, we were told that 40 or 50 robbers had attacked a village about 1,000 yds. off, killed one of our contractors, robbed him of all his money, and, emboldened by their success (having made \$500 by their venture) were now firing on our mine and village.

The five of us lay at the foot of Mr. ——'s garden peering through the hedge and waiting anxiously for our mine guard to turn up. The confusion was awful. Our mine servants were tearing round in a terrible funk, not knowing where to run to. My courage was by no means high; the effect of being hauled out of bed into a dark night and seeing no enemy, but only repeated gun flashes, not convincing much to bravery. So, as the flashes drew nearer, and the bullets "zipped" and whistled all around at random, I began to think that a retreat with honour would be enjoyable, and to fondly repeat to myself the ditty which says that "he who fights and runs away, lives to fight another day." However, ten Cossacks came at last, and we stood forward in skirmishing order towards the robbers. As yet they had not located us, but when our line opened fire in one rattling volley at the spots where their guns flashed, they could see quite plainly how we were, and answered us with shot. Directly we saw their flashes we threw ourselves down, but it was awful. The bullets simply seemed to patter everywhere, and I did feel real down-hearted. They had located us well, and armed with Muskets and Mannifichers, their fire was no joke. Fortunately Mr. —— and I had dropped into a little sort of hole, but all at once I heard a bullet go "thud" just beside me and the Cossack who was there gripped my arm. The bullet had gone through the fleshy part, so it was bandaged and we kept up such a heavy volley-firing that the robbers ran (carrying off their wounded), so we entered the village in triumph, and there saw our poor Chinese contractor lying, shot through the head and chest. Of late I've been quite astonished that I am not dead and begin to think (like the "Boxers") that I am impervious to bullets.

Liao Yang fort was evacuated after a three days' siege, 20 Russians being killed. 250 miles of line from Yen-chow (16 miles north of Nanchang) to Yehling is destroyed and in the hands of Chinese troops.

#### HONGKONG VOLUNTEER CORPS.

##### FIELD BATTERY—CARBINE COMPETITION.

The monthly carbine competition of the above unit was held at the Association Range, Kowloon, on Sunday morning, 5th inst.

It was intensely hot and glaring, and the scores were therefore not up to the usual standard.

The following are the best scores:

| 200 500 600 H. P. T. |    |    |    |    |
|----------------------|----|----|----|----|
| * Gunner Baldwin     | 31 | 30 | 32 | 93 |
| * Dr. Burgess        | 26 | 33 | 24 | 83 |
| Sgt. Dr. Brown       | 27 | 25 | 27 | 79 |
| Gr. W. Stewart       | 28 | 29 | 18 | 73 |
| Gr. H. M. Hunt       | 22 | 22 | 13 | 69 |
| Gr. J. E. Hanee      | 25 | 24 | 12 | 68 |

\* Winners of Spoons.

#### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

The 63rd ordinary half-yearly meeting of shareholders in the above company was held at the office, No. 18, Bank Buildings, Queen's Road Central, yesterday at noon. The Hon. J. Kewell presided, and there were also present Messrs. N. A. Sims, R. Shawan, A. Hamp (directors), T. Arnold (secretary), D. Gillies, P. Jordan, C. N. Young, A. H. M. da Silva, G. C. Anderson, R. M. Mehta, E. J. Moses, G. Stewart, T. I. Rose, and T. Yule.

The CHAIRMAN said—Gentlemen, with your permission it will be convenient to take the report as read. You will have observed that the net earnings of our steamers for the past six months have been exceptionally good, so much so that notwithstanding the unusually heavy expenditure for repairs, your directors are able to recommend net only the customary half-yearly dividend of 8 per cent., but also that a sum of \$21,000 be appropriated to the augmentation of the Equivalency of Dividend Fund, which with this addition will amount to \$30,000. In connection with the working of the steamers I do not think that there is anything to add to what is stated in the report; it is of course a matter of much regret that there is an improvement in the condition of affairs on the West River, which we can only hope will in the near future be placed on a more satisfactory footing. The present troubles in China have not so far affected the Company's business, and although it is of course impossible to foretell what the future may bring forth, your Directors see no reason at present for taking an unfavourable view of the trade as far as the trade of the Canton waters is concerned. The current half-year, I may say, has commenced well, the earnings to date comparing favourably with those of the same period of last year. With regard to the item of repairs, it may be mentioned that the cost of the new boilers and general over-haul of the *Pegasus* amounted to between fifty and sixty thousand dollars; the rest of the expenditure has been distributed pretty evenly over the other steamers. With regard to the Company's investments, the shares stand well within their present market value, and for the loans on mortgage, there is in every case an ample margin. It does not occur to me that there are any other matters to remark upon, but before proposing the adoption of the report and accounts I shall be pleased to answer any questions in connection therewith which may suggest themselves to shareholders.

There being no questions the report and accounts were adopted, on the motion of the CHAIRMAN, seconded by Mr. GALLIES.

The motion of Captain ANDERSON, seconded by Mr. JORDAN, the appointment as directors of Messrs. Shawan and Hamp was confirmed.

Messrs. E. Goetz and R. Shawan were re-elected directors, on the motion of Mr. STEWART, seconded by Mr. ROSE.

Messrs. A. O'D. Gourdin and F. Henderson were re-elected auditors, on the motion of Mr. MOSES, seconded by Mr. DA SILVA.

The Chairman—Gentlemen, that concludes the business of the meeting. Dividend warrants will be issued on application from 10 a.m. tomorrow. I am obliged to you for your attendance.

**HAIK PRESERVED AND BEAUTIFIED.** The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily, matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1432-1]

#### DIARY OF THE CRISIS.

May 28.—Rebels burn stations between Peking and Pao-tung. Belgian engineers and other refugees start from Pao-tung to cut their way to Tientsin.  
May 29.—Communication with Peking after temporary interruption restored. Troops start for protection of Legations.  
June 1.—Supposed incendiary at Tientsin.  
June 2.—Murder of Revs. Norman and Robinson. Pao-tung refugees reach Tientsin.  
June 5.—Railway intercourse between Peking and Tientsin finally destroyed.  
June 7.—Large allied force lands at Taku.  
June 9.—Detailed message from Sir C. Macdonald to Consul Warren at Shanghai.  
June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking ceases.  
June 11.—Murder of Japanese Chancellor at Peking.  
June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnan.  
June 15.—Hinsong leaves Hongkong and Asiatic Artillery Chaps in Tientsin native city burnt.  
June 16.—Admiral Seymour cut off from Tientsin. Terrible takes 300 Welsh Fusiliers and Engineers from Hongkong.  
June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.  
June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.  
June 21.—Terrible reaches Tongku.  
June 22.—Two attempts to relieve Tientsin fail.  
June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.  
June 24.—All Legations at Peking destroyed except British, French, and German.  
June 25.—First Indian transport starts for Ch.  
June 26.—Admiral Seymour relieved and back in Tientsin.  
June 29.—Message from Sir R. Hart reaches Tientsin.  
July 1.—Condition of Peking reported despatchate.  
July 4.—Last letters to hand from Sir C. Macdonald and Mr. Congor written at Peking. 44 killed and 88 wounded at the Legation to date.  
July 7.—Murder of all foreigners remaining at Pao-tung.  
July 9.—Nerburda, first transport, reaches Hongkong.  
July 11.—Heavy fighting at Tientsin.  
July 12.—120 more Welsh Fusiliers leave Hongkong for North. Allies capture Tientsin native city with a loss of 775 men. General Yamaguchi leaves Japan for Taku.  
July 15.—General Gardner reaches Hongkong.  
July 16.—Reported armistice at Peking. 62 deaths at Legations to date.  
July 17.—Li Hung-Chang appointed Viceroy of Chihi. State of war on Amur River.  
July 18.—Li Hung-Chang arrives at Hongkong and leaves for Shanghai.  
July 20.—Reported appeal of Chinese Emperor to Japan. Alleged receipt of message from Conger at Washington.  
July 21.—Consul Carles receives Sir C. Macdonald's letter of the 4th inst. I.M.C. staff safe on this date.  
July 22.—Li Hung-Chang reaches Shanghai. Mudras Light Infantry reach Hongkong.  
July 23.—Proposed Requiem Service at St. Paul's for Peking refugees postponed. Murder of 5 foreigners and many native Christians in Shantung.  
July 25.—Admiral Seymour with Centurion and Atterley arrives at Shanghai.  
August 1.—Admiral Seymour goes on visit to Nanking.  
August 2.—Peking prisoners reported from Japan again in danger.  
August 4.—First detachment Cavalry Brigade leaves India for China.  
August 5.—Admiral Seymour returns to Shanghai. Allies attack and rout Chinese at Peiping.  
August 6.—Jeluna reaches Hongkong.  
August 7.—H.M.S. Goliath leaves Hongkong for the North.

#### SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the suggestion of Mrs. F. E. Scott, the wife of Bishop Scott, of Peking and its object is to afford financial help to the widows or dependents relatives of the British Seamen, Marines, and Soldiers who have lost, or may lose, their lives in this China War; and that part of the subscription raised be given to such who may be either from disease or wounds incapacitated. Subscriptions will be duly acknowledged in our columns, and should be addressed "Managers, Hongkong Daily Press, Sailors and Soldiers' China Relief Fund." When a sufficient sum has been subscribed it will be handed over for administration.

SUBSCRIPTIONS.

Already acknowledged ... \$300.00

Chas. V. Lloyd ... 25.00

#### LATEST STEAMER MOVEMENTS.

The Austrian Lloyd steamer *Franz Ferdinand* left Kobe via Moji for this port on Monday, 6th inst.

The M. M. steamer *Yarva*, with the next French mail, left Singapore on Sunday, 8th inst., for this port via Saigon.

The N. G. L. steamer *Marbury*, from Hamburg, left Singapore for this port on the 4th inst. and may be expected here on or about the 9th inst.

The O. S. S. steamer *Ictis* left Singapore on the 7th inst., and is due in Hongkong on 12th inst.

The O. S. S. steamer *Hector* left Singapore at noon on the 7th inst., and is due in Hongkong on 12th inst.

#### EXPORT CARGO.

Per steamer *Tenkia* sailed 30th July. For Marcellas—50 bales raw silk, 9 cases silk, 1 case grass cloth, 10 cases punjum silk, 1,350 packages tea. For Lyons—212 bales raw silk, 1 case silks. For Milan—10 bales raw silk. For London—73 bales raw silk, 25 bales waste silk.

3,007 NEWSPAPERS RECOMMENDED  
MACIVIN & CAMERON'S PENS.  
THE WAVERLEY PEN, for Easy Writing.  
THE FLYING SCOTSMAN PEN, instead of a Quill.  
THE FLYING J WHIPS 200 words per dip.  
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#### CONSULAR REPORT.

##### HANGCHOW.

From Mr. Acting-Counsel Clewell's very full report on the trade of Hangchow for 1890 it appears that the total value has increased from \$1,141,225 to \$1,725,265. Hangchow now ranks seventeenth out of 32 ports of which statistics are published, while as to collection of revenue it stands fourteenth out of 33 ports. "Roughly speaking," says Mr. Clewell, "its share is about one forty-fourth of the trade of the Empire, and it contributes about the same proportion to the total customs revenue." He continues—

"On comparing the values of imports and exports for the years 1890 and 1891 the former show a far larger increase than the latter, namely, 2,138,981 Taels (\$405,509), against 1,369,307 Taels (\$205,396). Expressed in percentages the advance has been (silver values) rather over 72 per cent in imports and rather over 27 per cent in exports. On the total trade the increase works out to not quite 44 per cent, whereas the figures for 1890 only show an advance of a little over 4 per cent upon those for 1891. The branch of trade in which the increase has been greatest is the import of native goods. This trade has multiplied nearly tenfold in two years, for while the total for 1890 amounts to 270 times that for 1891, the latter in its turn was 362 times that for 1891. On the other hand the small direct importation of foreign goods (44,620 and 43,252 Taels) which appears in the returns for 1890 and 1891 is entirely absent from those of the year under review. In the Customs report for 1891, Mr. Paul H. King, the then Commissioner of Customs, remarked that these imports consisted for the most part of direct shipments at Shanghai from Hongkong and Japan. Their disappearance in 1891 may therefore be attributed to a change in mode of transport en route rather than be set down as to loss of the trade of the port."

Mr. Clewell gives the following figures for the carrying trade of the port under the Japanese and Chinese flags respectively. Foreign imports, Japanese Hk. Tls. 14,713 against Chinese Hk. Tls. 2,606,720; Native imports, 94 against 5,065,529; Native exports, 73,259 against 5,067,533; Coast trade, 1,505 against 9,933; Coast trade duty paid, 6,648 against 124,380; Tonnage dues paid, 45 against 21; Export duty paid, 51,767 against 241,429. Native re-exports under the Chinese flag amounted to Hk. Tls. 3,740.

Shanghai monopolizes almost all the foreign import trade to Hangchow, as well as Hk. Tls. 2,399,781 of the Hk. Tls. 2,336,923 of the native import trade. But the rival route from Soochow to Hangchow has a very considerable passenger traffic, carried by Soochow boats.

There is a great amount of trade not recorded in the Customs returns; especially is this the case with foreign piece-goods and with rice. With regard to the former, Mr. Clewell quotes Mr. King's statement, as follows:—"The almost total absence of foreign cotton and woolen piece-goods from our returns, although Hangchow is well-known in the Shanghai market as a large consumer of such products, is explained by the fact that this branch of the trade is controlled by a powerful association of local merchants under official protection, styled the Yang-pn Kung-so (Foreign Cloth Guild). They make their own return to the *Lehui* and import solely through that channel. Some idea may be gained of the extent of their transactions, though no actual statistics are forthcoming, from the fact that during the year they paid on a total of some 400,000 Taels worth of goods." The report then goes on to say:—"No doubt other branches of trade continue similarly under the control of native organisations or from other causes are so conducted as to fall wholly outside the purview of the customs. Hangchow, after all, is an inland city. Even if, which is far from the case, the customs dealt with the whole trade on the Grand Canal, these would still be other land and water routes in every direction. A certain amount of junk trade braves the shallows and tides of the Chientang River and a very considerable volume crosses that river by ferries to connect with various canals with Hsia-shan, Shao-lung, Ningpo, and Ningbo. The branches of the Chientang again, afford water communication with the greater half of Chekiang and a part of Anhui. The exported products of all this country inevitably flow through Hangchow, but in addition to articles (*e.g.*, Pechou tea) given in the list of exports, it is notorious that this country yields many other commodities which command a wide sale in other regions. For instance, half over China one sees exposed in every provision shop hams which profess to come from Chinshui, an inland city of Chekiang, of which Hangchow is the only natural outlet. Thus all trade statistics about Hangchow are imperfect in a variety of ways. Of the import trade of the interior, the only part which the figures enable us to follow to its destination is the relatively small amount of goods sent up country under the protection of transit passes; while as has just been shown, large items of the local exports equally escape inclusion in any published returns.

Omitting from considerations of space the minute details of the report, we come to Mr. Clewell's remarks on the foreign settlements at Hangchow, from which we take the following sentence:—"No foreign merchant is yet residing at Hangchow, though the port is visited from time to time for commercial purposes by foreign buyers of cottons and others. One British merchant has a regularly-appointed Chinese agent at the settlement, and there are several drug shops and fancy goods stores in the city that display the firm names of well-known foreign houses in Shanghai. It will be seen that the foreign community in Hangchow consists of missionaries and officials. If the inland towns of Shao-lung, Chien-chi, Hsia-shan, Tanchi, and Kien-hsing are included there were resident in the district at the end of the year 52 British subjects, 32 Americans, 22 Japanese, 11 Danes, 2 each of French, Germans, Spaniards, Norwegians, and Australians; and 1 Italian. Of these, only the customs staff with the settlement engineer and chief of police live on the foreign settlements. The settlements are two in number, of which one is specially reserved for Japanese. Both are situated at an inconveniently long distance from the principal parts of the town. The Japanese settlement is as yet wholly unoccupied, but on the other, or general settlement, a considerable number of Chinese houses have been, or are being, erected, though the only edifices in foreign style are the customs buildings and the police station. Of the 35 lots into which this settlement is divided, 10 entire lots, and portions of 11 others, have been taken up by British subjects, and all the remainder by Americans, French, and Italians, except those parts reserved for Chinese Government use. This general settlement is an elongated piece of somewhat unhealthy, low-lying land—originally marsh or scrub—extending about 2,000 feet along the bank of the Grand Canal and 2,600 feet inland. Although it may very likely be all gradually sublet to Chinese occupiers, I should think it most unlikely that this settlement will ever be the home of a numerous foreign community."

An ample supply of statistics accompanies the report, based on the customs returns.

#### NOTICES TO CONSIGNEES.

##### NOTICE TO CONSIGNEES.

##### THE P. & O. S. N. Co.'s Steamship

##### "CHUSAN."

##### FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out by mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:—

From London, ex.s.s. Australia and Cedonia.

From Zamzibar, ex.s.s. Gou.

From Persian Gulf, ex.s.s. Perse and Hadid.

Goods not cleared by the 1st instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 2nd August, 1890. [1636]

## &lt;

## NEW ADVERTISEMENTS

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent. or \$1.20 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held THIS DAY, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after Wednesday, the 8th August, 1900. Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

T. ARNOLD,  
Secretary.

Hongkong, 7th August, 1900. [2168]

GOVERNMENT NOTIFICATION.  
No. 401.

THE following Partners and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 13th day of August, 1900, at 3 p.m., are published for general information.

By Command.

F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 4th August, 1900. [2170]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 13th day of August, 1900, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, for the Lease of Crown Land at Mong Kok, Tai, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal for a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

| No. of Sale. | Lot No.  | Boundary Measurements.              | Content in Square ft. | Annual Rent. | Present Price. |
|--------------|----------|-------------------------------------|-----------------------|--------------|----------------|
| 1,101        | Mong Kok | 60' 0" x 54' 0" x 183' 0" x 183' 0" | 6,250 103             | \$1,550      |                |
| 1,102        | "        | 47' 0" x 47' 0" x 203' 0" x 203' 0" | 12,587 144            | 10,070       |                |
| 1,103        | "        | 47' 0" x 47' 0" x 192' 0" x 192' 0" | 14,206 174            | 12,000       |                |
| 1,104        | "        | 47' 0" x 47' 0" x 190' 0" x 190' 0" | 14,206 104            | 11,220       |                |

## FOR CHEFOO, WEI-HAI-WEI AND SHANGHAI.

THE Steamship  
"LOONGMOON," Captain F. W. Schulz, will be despatched for the above ports TO-DAY, the 8th inst., at NOON, instead of as previously notified. This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Hongkong, 7th August, 1900. [2164]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"LOONGSANG," Captain Weigold, will be despatched as above TO-DAY, the 8th inst., at 4 p.m. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 7th August, 1900. [2165]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## ALTERATION.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship.

"HAITAN," Captain Roach, will be despatched for the above ports TO-MORROW, the 9th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 8th August, 1900. [2168]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"YUENSANG," Captain Rolfe, will be despatched as above on FRIDAY, the 10th inst., at 5 p.m. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 7th August, 1900. [2166]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

THE Company's Steamship  
"MEN MUIR," Captain R. W. Almond, will be despatched as above on FRIDAY, the 10th August, at 5 p.m. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers, Hongkong, 7th August, 1900. [2167]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship.

"YARRA," Captain Schmidt, will be despatched for the above ports on or about SATURDAY, the 11th instant. For Freight or Passage, apply to G. DE CHAMPAUX, Agent, Hongkong, 8th August, 1900. [2168]

## NEW ADVERTISEMENTS

## NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUSSATTI UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADM. SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAUDAL, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

## "BORMIDA."

Captain Sartorio, will be despatched as above on SATURDAY, the 11th inst., at 5 p.m.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th August, 1900. [2169]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SWATOW, AMOY AND TAIWANFOO.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900. [2170]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## FOR MARSEILLES AND LONDON VIA MANILA.

## THE Company's Steamship

## "TEENKAI."

Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.

For Freight, &c., apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th August, 1900. [2171]

## NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUSSATTI UNITED COMPANIES.)

## NOTICE TO CONSIGNEES.

## FROM BOMBAY AND SINGAPORE.

## THE Steamship

## "BORMIDA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 7th August, 1900. [2172]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR AND ON ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY), the 8th August, 1900, at 3 p.m., at their Sales Rooms, Ice House Street,

## THE FOLLOWING

## VALUABLE HOUSEHOLD PROPERTY.

One 5-ROOMED BUNGALOW and 4 SEMI-DETACHED HOUSES, situated on the Remaining Portion of Inland Lot No. 708 and known as "ELLIOT CRESCENT," Robinson Road.

The Property is held from the Crown for the residue of the term of 999 years.

Proportion of Crown Rent \$74.00 per annum.

Terms of the Sale and full particulars can be had on application to the undersigned.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd August, 1900. [2129]

## PUBLIC AUCTION.

## THE Undersigned have received instructions

from A. G. AITKEN, Esq., to sell by Public Auction,

on SATURDAY,

the 11th August, 1900, commencing at 2.45 p.m., at No. 1 and 2, KNUTSFORD TERRACE, KOWLOON,

## THE WHOLE OF HIS

## HOUSEHOLD FURNITURE,

Comprising—

RED PLUSH DRAWING ROOM SUITE, TEAK OVERMANTEL, FANCY CHAIRS and TABLES, LACE CURTAINS, ORNAMENTS, RUGS, &c.

EXTENSION DINING TABLE, SIDE-

BOARD, DINNER WAGGONS, DINNER and DESSERT SET, ELECTRO-PLATE, CUTLERY and GLASSWARE, &c.

Double BEDSTEADS, WARDROBES,

MARBLE-TOP TOILET TABLES,

DRESSING TABLES, EASY CHAIRS, &c., &c.

COOKING STOVE, PANTRY and

BATHROOM REQUISITES.

Also

One GOTTAGE PIANO,

TELEGRAPH, STONE ROLLER and

LAWN MOWER.

One WASHING MACHINE and RE-

QUISTES.

And

A LARGE VARIETY of PLANTS.

TERMS.—As Customary.

Catalogues will be issued.

On View from Friday, the 10th August, 1900.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 7th August, 1900. [2163]

## PROFESSIONAL NOTICE.

DENTON E. PETERSON,

DOCTOR OF DENTAL SURGERY,

10, DES VŒUX ROAD, CENTRAL.

D. P. PETERSON wishes to announce that he has RESUMED his DENTAL PRACTICE in South China and may be consulted at his New Office—

10, DES VŒUX ROAD, CENTRAL, 1ST FLOOR.

Hours 10 A.M. to NOON, 2 to 5 P.M.

Hongkong, 28th July, 1900. [2097]

Care of Daily Press Office.

Hongkong, 4th August, 1900. [2165]

## PUBLIC COMPANIES

## THE TEBRAU PLANTING COMPANY LIMITED.

NOTICE is hereby given that the FOURTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Offices, 38 and 40, QUEEN'S ROAD, CENTRAL, TO-MORROW (THURSDAY), the 9th inst., at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th inst. inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 2nd August, 1900. [2127]

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

In accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this Day declared an INTERIM DIVIDEND of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on application.

The TRANSFER

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamer

## "EASTERN."

Captain Ellis, will be despatched for the above ports TO-MORROW, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIROGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

OF THE NORDDEUTSCHE LLOYD,  
Captain H. Simper, due here with the outward  
Geman Mail about 7th August, will leave for  
the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 4th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MOJI.

THE Company's Steamship

"NINGPO."

Captain Phillips, will be despatched as above on FRIDAY, the 10th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.  
(Taking cargo at LONDON rates.)

THE Company's Steamship

"SARPEDON."

Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, TUESDAY, Aug. 16, 1900, at Noon.)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

AMERICA MARU (via

Shanghai, Nagasaki, TUESDAY, Sept. 11, 1900, at Noon.)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

HONGKONG MARU (via

Shanghai, Nagasaki, SATURDAY, Oct. 6, 1900, at Noon.)

Kohama, and Honolulu)

THE Twin Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVEELAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent

Hongkong, 23rd June, 1900.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

"CHIHLI"

The Company's Steamship

T

Captain Newcomb, will be despatched as above on FRIDAY, the 10th inst.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 6th August, 1900.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI

THE Company's Steamship

T

"TAMSUI MARU"

Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 12th August, at 12 M.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th August, 1900.

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COMPAGNIE DES MESSEAGERIES MARITIMES PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND IVERPLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydonot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 12th August.

(Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1900.

[2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

T

"TAIWAN."

Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd July, 1900.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, TUESDAY, Aug. 25, 1900, at Noon.)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

T

"MALTA."

Captain F. J. Cole, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at Noon, taking passengers and cargo for above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 6th August, 1900.

[1]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

T

"TSINAN."

Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th July, 1900.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

T

"TSINAN."

Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 29th July, 1900.

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## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

T

"TARTAR," Commander G. D. Bowles, R.N.R., 4,425 Tons Gross Register.

Will be despatched at Daylight on Wednesday, 15th AUGUST, 1900.

## POST OFFICE NOTICES.

The *Kirra*, with the French mail of the 9th July, left Singapore on Sunday, the 5th inst., at 8 a.m., and may be expected here on or about Sunday, the 12th inst. This packet brings replies to letters despatched from Hongkong on 9th June.

## MAILS WILL CLOSE.

FOR

PER

DAY AND HOUR

Choo, Weihsien, and Shanghai  
Singapore  
Moji, Kobe, Yokohama, and Portland (Or.)  
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA and VANCOUVER (B.C.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail. Extra  
Postage 10 cents)

Calcutta

Monmouthshire

Empress of China

Triton

Loonggang

Shantung

Sikang

Diamante

Shanxi

Carlisle City

Hadlow

Konig Albert

Eastern

Ningpo

Chihi

Yuenyang

Sikang

Wuchow

Manila

Singapore, Penang and Bombay

Timor, Port Darwin, Thursday Island, Cook  
town, Cairns, Townsville, Brisbane, Sydney  
and Melbourne  
Moji  
Shanghai  
Manila  
Kumchuk and Samshui  
Samshui and Wuchow  
Manila  
Singapore, Penang and Bombay

EUROPE, &c., India via Tunicorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents)

Samshui and Wuchow  
Manila, Thursday Island, Cooktown, Towns-  
ville, Brisbane, Sydney and Melbourne

EUROPE, &c., India via Tunicorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents)  
(Supplementary mail on board up to the  
time fixed for departure of the Mail. Extra  
Postage 10 cents)

## TO-DAY.

Sale, Elliot Crescent, Sales Rooms, Messrs.  
Hughes and Hough, 3 p.m.

## TO-MORROW:

Meeting of Shareholders Tebrau Planting  
Co., Company's Offices, noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

TUESDAY, 7th August.

## EXCHANGE.

ON LONDON.— Telegraphic Transfer ..... 20/  
Bank Bills, on demand ..... 20/  
Bank Bills, at 30 days' sight ..... 20/  
Credits, at 4 months' sight ..... 20/  
Documentary Bills, 4 months' sight ..... 20/  
ON PARIS.— Bank Bills, on demand ..... 2.53/  
Credits, 4 months' sight ..... 2.58/  
ON GERMANY.— On demand ..... 2.06/  
ON NEW YORK.— Bank Bills, on demand ..... 49  
Credits, 60 days' sight ..... 50  
ON BOMBAY.— Telegraphic Transfer ..... 1514  
Bank, on demand ..... 1514  
ON CALCUTTA.— Telegraphic Transfer ..... 1514  
Bank, on demand ..... 1514  
ON SHANGHAI.— Bank, at sight ..... 711  
Private, 30 days' sight ..... 721  
ON YOKOHAMA.— On demand ..... 14 p.m.  
ON MANILA.— On demand ..... 2 p.m.  
ON SINGAPORE.— On demand ..... 3 p.m.  
ON BATAVIA.— On demand ..... 3 p.m.  
ON HAIKONG.— On demand ..... 3 p.m.  
ON SAIGON.— On demand ..... 3 p.m.  
ON BANGKOK.— On demand ..... 3 p.m.

OPUM.— Quotations are:— Allow 20c net. to 1 catty.  
Malwa New ..... 880 to 880 per picul.  
Malwa Old ..... 880 to 880 " "  
Malwa Oilier ..... 880 to 880 "  
P. P. per wrapped ..... 880 to — "  
Persian fine quality ..... 880 to — "  
Patna New ..... 880 to — per chest.  
Patna Old ..... 880 to — "

VESSELS EXPECTED.

THE FRENCH MAIL.— The M. M. steamer *Yarra*, with the next  
French mail, left Singapore on Sunday, at  
8 a.m., for this port via Saigon.

THE AMERICAN MAIL.— The P. M. steamer *City of Rio de Janeiro*  
with mails, &c., left San Francisco for this port  
via Honolulu, Yokohama, Inland Sea, Kobe,  
Nagasaki and Shanghai on the 19th ult.

THE CANADIAN MAIL.— The C. P. R. steamer *Empress of India* left  
Vancouver for Hongkong via usual ports of  
call on Monday, the 30th July.

MERCHANT STEAMERS.— The N. P. steamer *Olympia* sailed from  
Tacoma for Japan and Hongkong on the 14th ult.

The N. P. steamer *Brahmer* sailed from  
Portland, Oregon, on the 24th ult. for Japan  
and Hongkong.

The R. & A. steamer *Airlie*, from Sydney,  
left Port Darwin for Timor, Manila and Hong-  
kong on the 23rd ult.

The H. A. L. steamer *Silesia* left Moji on the  
1st inst., via Shanghai and Foochow, and is  
expected here on the 9th inst.

The N. Y. K. steamer *Wakami Maru* (Europe  
Line) left Kobe via Moji for this port on the  
1st inst., and is expected to arrive here on the  
8th inst.

The P. O. steamer *Shanghai* left Singapore  
for this port on the 3rd inst., at 5 p.m.

The N. Y. K. steamer *Hiroshima Maru*  
(Bombay Line) left Singapore for this port on  
the 4th inst., and is expected to arrive here on  
the 10th inst.

The Austrian Lloyd's steamer *Franz Fer-  
dinand* left Kobe via Moji for this port on  
Monday, 6th inst.

The N. G. L. steamer *Marburg*, from Ham-  
burg, left Singapore for this port on the 4th inst.,  
and is expected to arrive here on or about the  
9th inst.

The O. S. S. steamer *Izou* left Singapore on  
the 7th inst., and is due in Hongkong on 12th  
inst.

The O. S. S. steamer *Hector* left Singapore  
at noon on the 7th inst., and is due in Hong-  
kong on 12th inst.

PASSED THE CANAL.

OUTWARD.— 3rd July.— *China, Raffae, Meurez,*  
*Lariviere*, 6th July.— *Anspa, Kirk-*  
*dale, Emma*, 10th July.— *Carmarthens-*  
*hire, Marbury*, 13th July.— *Beauflares,*  
*Berjulius, Hector, Odessa, Kawachi Maru,*  
*Rokky*, 17th July.— *Shanghai, Pitris Heinrich,*  
*Yarru*, 20th July.— *Ieson, Drummond,*  
24th July.— *Arturia, Modul, Radnorshire,*  
*Saxonia, Bularig, Singapore, Yarodae,*  
27th June.— *Machon, Bings Maru, Ma-*  
*tacca, Lady Justice, Etc.* 31st July.— *India,*  
*Preussen, Moreen*, 3rd August.— *Ching*  
*Wo, Kaisou, Kara, Statzie, Marquis Fa-*  
*queneau, Tambu Maru, Olympia.*

HOMeward.— 20th July.— *Silesia, Diomed,*  
24th July.— *Oldenburg, Socotra*, 27th July.  
— *Antenor, Inaba Maru*, 3rd August.—  
Alicinus.

PASSENGERS.

ARRIVED.

Per *Koig Albert*, from Yokohama, &c., 180  
Passengers.

Per *Meunier*, from Manila, Mr. and Mrs.

Davies, Mr. Underwood, Mrs. Buch, Mrs. G.

Longstreet, Miss F. Allen, Miss B. Allen, Mrs.

Randolph, Messrs. E. Brammer, Brooks, J.

Reyes, F. Del Rosario, D. Bannister, G.

Gillay and A. Locke.

Per *Yuson*, from Manila, Mrs. Rosa

Tobin, Messrs. A. Hewitt, S. Ruben, E. Car-

melo, W. Bonnerman, J. Valentia, A. Wright,

G. Voller, W. Elsmill, T. Black, J. Cole, G.

Brockman, C. Whelan, D. McEwony, M.

Ruff, W. B. Sottkowitz, W. Pecke, C. E. Wal-

ford, W. Stewart, T. H. Shimpson, A. Carson,

C. Flack, G. Feil, D. Taysurya, T. Cassidy,

R. C. Atkinson, R. Nagao, F. Castillo, S.

Carr, O. Reynolds and 143 Chinese.

For *Nippon Maru*, from San Francisco, &c.

Comdra, C. T. Force, P. Garst and J. S. O'Brien.

Lient-Coudre, W. F. Halsey, J. C. Calwell, R.

H. Galt and J. C. Fremont, Lents, J. J. Knapp,

H. B. Price, R. H. Townley, R. H. Creek, D.

Hudson and H. F. Bryan, Major Geo. H.

Penrose, Surgeon C. D. Loyd, Ensigns J. P.

Babcock, D. T. Hanchar, and W. P. Brown.

Mr. H. Rodriguez, Miss M. Hart, Mrs. T. T.

Jackson, Mrs. M. C. Roys and Dr. Leouzon.

For *Prinz Heinrich*, from Hamburg, &c., Mr.

Wolter, Lieut. and Mrs. Barrett, Mr. and Mrs.

Millenbach, Messrs. O. Lane, H. Bühring, H.

Schmidt, P. Menzel, Colonel Retallack, Messrs.

W. Brutto, W. Genz, T. Boyesen, D. Oest-

mann, A. Kaliwada and Beyles, Mrs. Oliver,

Messrs. T. Breny, S. Loh, W. Wurtmann, W. Kal-

winsky and Horling.

DEPARTED.

Per *Doric*, for Shanghai, Messrs. C. Sainsbury,

H. Hobson, H. F. Gray and C. L. Johnson, for

Yokohama, Mr. R. A. Dowler, for San Fran-

cisco, Mrs. Clas, Thorne, Miss F. Allen, Mrs.

Randolph, Messrs. J. C. Epping and J. F.

Glanton, for Tacoma, Messrs. F. Fuller and

W. H. Henry, for Seattle, Wash., Mr. and Mrs.

A. B. Snow, Miss Norma Snow, Miss Ellen

Snow, for London, Messrs. H. H. Barnes, L.

P. Foster and J. G. Russell.

NOW READY.

BOUND VOLUMES of the

HONGKONG WEEKLY PRESS

JULY to DECEMBER, 1899, WITH INDEX

Price \$7.50.

Hongkong Daily Press Office.

Hongkong, 3rd July, 1900.

[1897]

## JOINT STOCK SHARES.

HONGKONG, 7th August.

| Stocks.                                   | No. of Shares. | Issue Value. | Paid Up. | Last Dividends.                              | Closing Quotations.    |
|---|----------------|--------------|----------|--|------------------------|
| BANKS.                                    |                |              |          |  |                        |
| Hongkong and Shanghai Banking Corporation | 80,000         | \$125        | \$120    | 50/- div. & 10/- bonus for 1st half year '99 | 305 p. ct. pr. = \$500 |
| Bank of China & Japan, Ltd.               | 100,875        | \$25         | \$24     | None   | 21.                    |
| Do. Doxford                               | 1,250          | \$21         | \$21     | 2/- for 1890                                 | 23. 50.                |
| National Bank of China, Ltd.              | 19,974         | \$25         | \$24     | 2/- for 1890                                 | 23.                    |
| Do. Founders' Share                       | 750 fdrs.      | \$21         | \$21     | None   | 23.                    |
| MARINE INSURANCES.                        |                |              |          |  |                        |
| Union Ins. Society, Ltd.                  | 10,000         | \$850        | \$800    | 30/- p. ct. pr. = \$18 for 1898              | 82025, sellers         |
| China Traders Ins. Co., Ltd.              | 24,000         | \$83.33      | \$82     | 10/- p. ct. for 1898                         | 82025, sellers         |
| North China Ins. Co., Ltd.                | 5,000          | \$100        | \$100    | 1/- p. ct. final = 10/- p. ct.               | 82165, sellers         |
| Yangtze Ins. Assocs., Ltd.                | 8,000          | \$100        | \$90     | 10/- p. ct. for 1898                         | 82121, sellers         |
|   |                |              |          |  |                        |